

**Subject:** FW: [External] Joint letter from city councils on alternate transportation corridor  
**Attachments:** Letter to BOS April 11.doc; ATT00001.htm; ATT00001.html; ATT00002.htm

**From:** Bruce Colbert <colbert20@verizon.net>  
**Date:** September 24, 2015 at 11:57:40 PM PDT  
**To:** Paul Davis <pdavis@riversideca.gov>  
**Cc:** "Zelinka, Al" <azelinka@riversideca.gov>, "John A. Russo" <jrusso@riversideca.gov>, Mike Soubirous <msoubirous@riversideca.gov>  
**Subject:** [External] Joint letter from city councils on alternate transportation corridor

Paul,

Thank you for taking time today to discuss the alternate transportation corridor to the 91 Freeway.

The attached letter from the City of Riverside shows what the City Council, in conjunction with other city councils, accomplished in April 2003 to obtain the alternate corridor to the 91 Freeway. The City of Riverside may have an original of this letter in its files.

Our Association hosted a meeting with public works directors of the cities of Riverside, Moreno Valley, and Corona, and representatives of eight state elected officials in March 2003 to discuss county transportation issues. We highlighted the HCLE Corridor Draft Tier 1 EIS/EIR analyses showing the Cajalco-Ramona alternative provided the greatest benefits in terms of increases in ~~CAJALCO~~ speed, reductions in travel time, and congestion relief, and more than twice the traffic benefit as measured in travel hours saved per year compared with the other alternatives. We then discussed how federal agencies' and RCTC staff's actions were about to preclude the selection of this alternative.

As a result of this meeting, the city managers of the cities of Riverside, Moreno Valley, and Corona began working closely together as the Tri-cities on the Cajalco-Ramona alternative.

Representatives from our Association, State Senator Ray Haynes, and Moreno Valley met with Supervisor Tavaglione in April 2003 where he requested that a letter regarding the Cajalco-Ramona alternative come from the city councils rather than the city managers.

The mayors/city councils of Riverside, Moreno Valley, Corona, Norco, Perris, and San Jacinto sent a joint letter to then-Chairman of the Riverside County Board of Supervisors, John Tavaglione in April 2003, stating, "Studies show that the Cajalco Road/Ramona Expressway alignment provides the optimum transportation benefits. We emphasize that, given the comparative transportation benefits, a Cajalco corridor alignment is the only alternative that would be acceptable and the Ramona Expressway alignment should be given serious consideration. That being the case, we are greatly concerned that, unless a southern alignment around Lake Mathews is included in the alternatives, the feasibility of the Cajalco corridor is jeopardized by the potential engineering constraints from its location next to an existing dam and potential impacts to existing residential and commercial structures. Its adverse grade condition may render it impossible to connect with the best Orange County corridor alignment. The viability of the Cajalco alignment becomes even more critical in that the studies completed to

cc: Mayor  
City Council  
City Manager  
City Attorney  
City Clerk  
Public Works  
Director

date clearly show the mobility, congestion relief, and economic benefits of the Cajalco alignment increase on a quantum basis when aligned with a route that would extend west from I- 215 to connect with SR 241 in Orange County."

At the April 8, 2003 Riverside County Board of Supervisors public hearing regarding the proposed General Plan, the Board acknowledged the receipt of the letter, and directed staff to add the following two policies into the Circulation Element of the General Plan to address the requested changes:

- The construction of the proposed east-west corridor should be phased to be constructed in conjunction with the Riverside County to Orange County corridor (which became General Plan Policy C 7.6).
- The east-west corridor alignment south of Lake Mathews should be studied.

The cities of Riverside, Moreno Valley, and Corona working together as the Tri-cities, together with the cities of Norco, Perris, and San Jacinto formed a solid voting block (able to win a weighted vote by population among RCTC cities) and formally requested the selection of the Cajalco-Ramona alternative for the CETAP corridor at the RCTC Board in April 2003.

The RCTC Plans and Programs Committee approved the Ramona Expressway/Cajalco Road alignment south of Lake Mathews as the proposed East-West corridor, and the CETAP Advisory Committee endorsed the action of RCTC's Plans and Programs Committee in June 2003.

~~CONFIDENTIAL~~ The cities prevailed in advancing the Cajalco-Ramona alternative at the RCTC Board. The RCTC Board accepted a staff recommendation in June 2003 to proceed with the accelerated preparation of a project level environmental document for the Ramona Expressway/Cajalco Road alignment south of Lake Mathews – the Mid County Parkway.

Regards,  
Bruce Colbert

Bruce Colbert, AICP  
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April 1, 2003

John Tavaglione, Chairman  
Board of Supervisors  
County of Riverside  
P.O. Box 1527  
4080 Lemon Street  
Riverside, CA 92502-1527

Subject: General Plan Comments/East-West Corridor and Other Circulation  
Issues

Dear Chairman Tavaglione:

The purpose of this letter is to comment on the proposed General Plan and propose a course of action for the planning and development of transportation corridors that are vital to the prosperity and quality of life in Riverside County. This letter and the comments within it are supported by several cities, state legislators and business interests.

We first want to commend the Board of Supervisors for its initiative and funding support for the Riverside County Integrated Project (RCIP). With the impending adoption of the County's General Plan, it is imperative that the Board of Supervisors take certain actions that will set a course to improve east-west mobility.

Working with RCTC, the County has now reached a critical stage in implementation of the RCIP. The Board of Supervisors is scheduled to adopt the new General Plan that will guide future growth in Riverside County. The goals and policies articulated in the General Plan Circulation Element will guide how the future Riverside County circulation system is developed.

On a parallel track, the Community Environmental and Transportation Acceptability Process (CETAP) has reached some important milestones. The internal east-west corridors and north-south corridors have completed draft EIS/EIR. Important discussions have been initiated with Orange County interests to develop the Orange County corridor link with Riverside County. The north-south corridor link into San Bernardino County is further along.

The Riverside County General Plan draft environmental impact report (EIR) demonstrates that congestion on County freeways and arterial highways will soon reach unacceptable levels unless substantial improvements are made to the transportation system. It is vital that Riverside County and RCTC continue to implement the bold steps needed to address the current and worsening transportation deficiencies affecting Riverside County.

#### East-West Corridors

Recently, decisions made regarding the north-south Winchester to Temecula Corridor did not result in an optimum transportation solution. Given the current decision-making and impending County General Plan actions, the east-west corridor is headed for a similar outcome. Several actions must be taken immediately to correct course.

The draft EIS for the Hemet to Corona/Lake Elsinore Corridor (HCLE) demonstrates that only the three alternatives aligned along Cajalco Road between I-15 and I-215 have any significant benefits in reducing congestion and improving mobility. Studies show that the Cajalco Road/Ramona Expressway alignment provides the optimum transportation benefits. We emphasize that, given the comparative transportation benefits, a Cajalco corridor alignment is the only alternative that would be acceptable and the Ramona Expressway alignment should be given serious consideration. That being the case, we are greatly concerned that, unless a southern alignment around Lake Mathews is included in the alternatives, the feasibility of the Cajalco corridor is jeopardized by the potential engineering constraints from its location next to an existing dam and potential impacts to existing residential and commercial structures. Its adverse grade condition may render it impossible to connect with the best Orange County corridor alignment.

The viability of the Cajalco alignment becomes even more critical in that the studies completed to date clearly show the mobility, congestion relief and economic benefits of the Cajalco alignment increase on a quantum basis when aligned with a route that would extend west from I-215 to connect with SR 241 in Orange County. As you are aware, RCTC and Orange County Transportation Authority have recently announced that they will jointly sponsor the preparation of a major investment study to identify the infrastructure improvements that will be needed to connect the two counties and remove existing travel bottlenecks. This east-west corridor connecting both counties would provide the best congestion

relief to the overloaded SR 91 and SR 60 freeways while functioning as a continuous, high-capacity, multi-modal transportation route.

It is our position that the new east-west corridor connecting Orange County and through Riverside County should have the following features:

1. A multi-modal corridor extending from SR 241 to SR 79;
2. Follow the approximate line of Cajalco Road and Ramona Expressway between I-15 and SR 79 I-215;
3. Follow ~~include~~ a southern alignment around Lake Mathews;
4. Transverse the Santa Ana Mountains as a tunnel;
5. Connect to SR 241 in Orange County;
6. Segments east and west of I-15 should be a continuous route; and
7. The corridor should be designed as a high-capacity, multi-modal facility.

Specific Actions Requested of the Board

1. Revise the scope of the Hemet-Corona/Lake Elsinore Corridor draft EIS/EIR and change the General Plan to include a corridor alternative south of Lake Mathews. Preparation of the supplemental EIS/EIR should proceed with the understanding that Cajalco Road between I-15 and I-215 will include an alignment that transverse somewhere south of Lake Mathews. It is necessary to rescope the EIS to include an alignment alternative south of Lake Mathews. Allowance for a high-capacity, multi-modal Cajalco Corridor extension south of Lake Mathews must be included in the General Plan.
2. Explore the formation of a Joint Powers Authority Agency (JPA). We believe the formation of a JPA of jurisdictions that would benefit from the east-west corridor may be the most effective means for ensuring construction of the highway as quickly as possible. In concept, the JPA would be modeled after the transportation corridor agencies in Orange County. The east-west corridor would benefit from Riverside County as well as San Bernardino County and Orange County. Therefore, it would be appropriate to invite jurisdictions from our neighboring counties to also become participants in the JPA.

We intend to form an exploratory committee to examine the benefits of forming a Transportation Corridors Agency JPA and review legislative environments. We request the Riverside County Board of Supervisors endorse and participate in this endeavor.

3. Additions to the Riverside County General Plan Circulation Element. Additional policy statements are submitted to the Board of Supervisors for inclusion in the General Plan. They have been drafted in accordance with the principles set forth in this letter. Inclusion of these policy statements

would affirm the importance of developing the east-west corridor route that maximizes the mobility for Riverside County on a continuous route between SR 241 in Orange County and SR 79 Corridor.

In addition, these policies also include a proposal to correct the minor inconsistency concerning Pigeon Pass Road in Moreno Valley which is in the San Bernardino CETAP Corridor. These policies also recommend that the County not diminish its level of service congestion standard below that of neighboring counties and maintain the existing standard.

The Board of Supervisors has exhibited noteworthy leadership with the RCIP process. We are at a critical juncture in that process as important CETAP and the County General Plan decisions are now being made. We request that you adopt the actions and policies that are set forth in this letter. With that, you will establish a commitment to pursue the development of the optimum east-west corridor linking Orange County to and through Riverside County. If this commitment is not made, then the CETAP process will not achieve the important goals that were set forth when it was established. We look forward to working with you to achieve the best results for Riverside County residents and businesses.

Sincerely yours,

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Name

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Title

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Agency

**Attachment A: Proposed Riverside County Circulation Element Policies**

c:      City Council of Moreno Valley  
         City Council of Norco  
         City Council of Riverside  
         City Council of Perris  
         City Council of San Jacinto  
         CETAP Advisory Committee Members  
         RCTC Commissioners  
         Executive Director Eric Haley, RCTC

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**Subject:** FW: [External] Additional benefits to Riverside of the alternate transportation corridor

**From:** Bruce Colbert <colbert20@verizon.net>

**Date:** September 25, 2015 at 7:06:50 AM PDT

**To:** "Zelinka, Al" <azelinka@riversideca.gov>

**Cc:** "John A. Russo" <jrusso@riversideca.gov>, Paul Davis <pdavis@riversideca.gov>, Mike Soubirous <msoubirous@riversideca.gov>

**Subject:** [External] Additional benefits to Riverside of the alternate transportation corridor

Al,

The alternate transportation corridor to the 91 Freeway would help resolve three dilemmas for the City of Riverside:

- The World Logistics Center would generate 68,721 vehicle trips a day, 14,006 of which would be trucks. Van Buren Blvd. and Alessandro Blvd. are designated truck routes through Riverside. Adding the additional truck traffic to these truck routes would make traffic congestion unbearable. The alternate transportation corridor would relieve this truck traffic on the truck routes.
- The Villages of Lakeview project was designed to take advantage of a "major transportation corridor" – the Cajalco-Ramona corridor – outlined in the County General Plan, says the City's lawsuit. "But that transportation corridor was cut in half, now ending at the City of Riverside's doorstep." The City of Riverside is suing the County of Riverside because, without the western half of the East-West Transportation Corridor, 50,000 vehicles per day will end up on the streets of Riverside. (*The Press-Enterprise*, April 22, 2010, "Three lawsuits target Riverside County for approving large housing project"). The 50,000 vehicles per day traveling through the streets of Riverside will be back on those streets within nine years, even with the Cajalco Road widening, according to RCTC staff (*The Press-Enterprise*, July 6, 2009, "Transportation commission to consider revised plan for parkway"). A widened Cajalco Road cannot meet future travel demand. The alternate transportation corridor would restore the "major transportation corridor" that the Villages of Lakeview project was designed to use, and would remove this traffic from Riverside streets.
- The Riverside residents and schools, who have to deal with the impacts of this traffic along Markham St., Wood Rd., Van Buren Blvd., Alexander St., Brown St., Clark St., Martin St., and Day St. are seeking relief from this traffic congestion. The alternate transportation corridor would relieve traffic congestion around the Cajalco Road corridor for a longer period of time than the Cajalco Road widening.

The East-West Transportation Corridor presently is in the County General Plan, put there at the request of six cities (Riverside, Corona, Moreno Valley, Norco, Perris, and San Jacinto) in 2003. This alternate transportation corridor to the 91 Freeway would continue to benefit the cities and county, and ought to remain in the County General Plan.

Regards,  
Bruce Colbert

Bruce Colbert, AICP  
Executive Director  
Property Owners Association of Riverside County  
335 E. Country Club Blvd.  
Big Bear City, CA 92314  
Tel: (949) 689-4480

cc: Mayor  
City Council  
City Manager  
City Attorney  
City Clerk  
Public Works Director

**Subject:** FW: [External] Riverside County-Orange County tunnel costs

**From:** Bruce Colbert [<mailto:colbert20@verizon.net>]  
**Sent:** Wednesday, September 30, 2015 11:02 AM  
**To:** Zelinka, Al  
**Cc:** Davis, Paul; Russo, John A.; Soubirous, Mike  
**Subject:** [External] Riverside County-Orange County tunnel costs

Al,

These articles provide a reality check for RCTC's Irvine Corona Expressway High-Level Financial Feasibility Analysis Staff Report, August 27, 2010.

The Swiss actually just built a 35.4-mile tunnel under the Alps for \$10 billion: <https://in.news.yahoo.com/swiss-celebrate-digging-worlds-longest-tunnel.html>. RCTC's estimated cost to build an 11.5-mile tunnel under the Santa Ana Mountains is \$28.3 billion. RCTC staff is saying that the Riverside County-Orange County tunnel, which would be one-third the length would cost almost three times as much as this already-constructed Swiss tunnel.

The privately-financed English Channel Tunnel (Chunnel), consisting of three 31-mile tunnels, cost \$21 billion: <http://www.pbs.org/wgbh/buildingbig/wonder/structure/channel.html>. Again, RCTC staff is saying that Riverside County-Orange County tunnel, which would be about one-third the length, with one less bore, would cost 30 percent more than this already-constructed English Channel tunnel.

The Riverside County-Orange County tunnel, if constructed like other tunnels around the world, ought to have a total cost of \$3 billion to \$5 billion. That cost is within the cost of the privately-financed English Channel Tunnel, and looks workable for private financing.

Even Caltrans' misappropriation of \$8 billion of gas tax revenue each year could handle that cost, which is #4 on this list: <http://www.foxandhoundsdaily.com/2015/08/7-key-measures-of-californias-transportation-challenges>.

The 300,000 people, soon to be 425,000 people, stuck in traffic every day on the 91 Freeway deserve better thinking than that being shown by RCTC staff. They need clear-minded leadership.

Regards,  
Bruce Colbert

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cc: Mayor  
City Council  
City Manager  
City Attorney  
City Clerk  
Assistant City Manager  
Dept. Head



**Subject:** FW: [External] Cajalco Ramona Corridor Statement of Purpose and Need  
**Attachments:** Cajalco Ramona Corridor Statement of Purpose and Need January 9, 2004.pdf;  
ATT00001.htm

**From:** Bruce Colbert [<mailto:colbert20@verizon.net>]  
**Sent:** Friday, September 25, 2015 8:45 PM  
**To:** Zelinka, Al  
**Cc:** Russo, John A.; Davis, Paul  
**Subject:** [External] Cajalco Ramona Corridor Statement of Purpose and Need

Al,

The attached Cajalco Ramona Corridor Statement of Purpose and Need, dated January 9, 2004, is the best decision-making document that describes why the Cajalco Ramona Corridor was selected as the East-West Transportation Corridor in 2003.

Page 3, paragraph 2 describes how the Cajalco Ramona Corridor is superior to the Ethanac corridor and all other alternate corridors.

Page 6, paragraph 3 describes how the Cajalco Ramona Corridor would accommodate truck traffic.

Regarding the Cajalco Road widening, page 8, paragraph 4 describes how the curve radii for the Realigned Cajalco Road do not meet the Caltrans design standards for freeways.

Regards,  
Bruce Colbert

Bruce Colbert, AICP  
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cc: Mayor  
City Council  
City Manager  
City Attorney  
City Clerk  
Assistant City Manager  
Dept. Head

## CAJALCO RAMONA CORRIDOR STATEMENT OF PURPOSE AND NEED

Travel patterns in western Riverside County are characterized by large numbers of commuters traveling from western Riverside County to jobs in Los Angeles and Orange Counties. Intercounty commuter traffic is expected to grow substantially in the future, as Riverside County doubles its population and housing stock between 2000 to 2020. In addition, the growth of employment opportunities within western Riverside County is expected to result in substantial increases in traffic through and connecting with intracounty employment and population centers. The Cajalco Ramona Corridor will serve as a major east-west connection within western Riverside County and will also provide for regional movement to eastern Riverside County, Los Angeles County, and Orange County.

The purpose of the proposed action is to provide a transportation facility that will effectively and efficiently accommodate regional east-west movement of people and goods between and through San Jacinto, Perris, and Corona.

### 1.1 PROJECT PURPOSE

More specifically, the selected alternative will:

- Provide increased capacity to support the forecast travel demand for the 2030 design year.
- Provide limited access.
- Provide roadway geometrics to meet State highway design standards.
- Accommodate Surface Transportation Assistance Act (STAA) National Network for oversized trucks.
- Provide a facility that is compatible with a future multimodal transportation system.

### 1.2 PROPOSED ACTION

The proposed action would adopt an alignment for the Cajalco Ramona Corridor and construct a major, limited access transportation facility to meet current and projected travel demand for 2030 from I-15 on the west to SR-79 on the east (see Figure 1.1, Regional Location Map). The proposed Cajalco Ramona Corridor will supersede the existing and planned expressway designations in the Circulation Element of the County of Riverside General Plan for Cajalco Road and the Ramona Expressway, and will constitute a minor amendment to the Circulation Element of the recently adopted County General Plan (October 2003). The Corridor study area transects several municipal boundaries, including the cities of Corona, Perris, and San Jacinto (see Figure 1.2, Jurisdictional Boundaries). The selection of a preferred alternative may result in the need to amend several City Circulation Elements as well. The Corridor is approximately 51 km (32 miles) in length and is

transected by the north-south I-215 freeway. The study area is located on either side of the existing roadway known as Cajalco Road between I-15 and I-215 and as Ramona Expressway east of I-215. The proposed study area ranges from approximately 1.7 km (1.1 miles) to 6.5 km (4 miles) in width (see Figure 1.3, Vicinity Map). The intent of the project is to develop a facility along portions of the existing alignment that can accommodate greater traffic volumes than would be accommodated under the current General Plan designation.

Travel patterns in western Riverside County are characterized by large numbers of commuters traveling from western Riverside County to jobs in Los Angeles and Orange Counties. Intercounty commuter traffic is expected to grow substantially in the future, as Riverside County doubles its population and housing stock between 2000 to 2020. In addition, the growth of employment opportunities within western Riverside County is expected to result in substantial increases in traffic through and connecting with intracounty employment and population centers. The Cajalco Ramona Corridor will serve as a major east-west connection within western Riverside County, as well as provide for regional movement to eastern Riverside County, Los Angeles County, and Orange County. Currently, SR-91 and SR-60 carry regional east-west traffic (Orange and Riverside Counties to Los Angeles and San Bernardino Counties). The Cajalco Ramona Corridor will provide additional capacity on a parallel route to SR-91 and SR-60.

The Cajalco Ramona Corridor is recognized by Caltrans as a possible future State Highway and will be considered for adoption as such. Therefore, the Corridor will need to be designed in conformance with the Caltrans Highway Design Manual. It is anticipated the project will be eligible for State Transportation Improvement Program (STIP) funding once it is included in the State Highway System.

This document has been prepared in conformance with NEPA (42 U.S.C., Sections 4321-4327) and CEQA (California Public Resources Code, Division 13, 21000 et. seq. and 15000 et. seq.) requirements to address potential effects of the proposed Cajalco Ramona Corridor project. Its purpose is to assist decision makers and citizens to make an informed evaluation of the project based on its environmental consequences and to recommend actions to avoid, minimize, or mitigate those consequences. The selection of a preferred alternative in the corridor will reflect the application of the evaluation criteria developed in cooperation between FHWA and federal resource agencies through the NEPA/404 integration process. The purpose of the NEPA/404 integration process is to examine on-site and off-site alternatives for avoiding and minimizing impacts to aquatic and other environmental resources in accordance with the provisions of Section 404 of the Clean Water Act and other federal requirements. In doing so, interagency cooperation, efficiency, and environmental stewardship of aquatic ecosystems are improved, while at the same time enabling transportation projects to proceed on budget and on schedule.

## **1.3 PROJECT BACKGROUND**

### **1.3.1 Project Status**

The Cajalco Ramona Corridor was identified as a key east-west regional transportation corridor as a result of several years of comprehensive land use and transportation planning in Riverside County through the Riverside County Integrated Project (RCIP). The RCIP is an unprecedented, multi-year planning effort to simultaneously prepare environmental, transportation, housing, and development guidelines for Riverside County for the first half of the twenty-first century. The purpose of the RCIP

is to address the planning, environmental, and transportation issues that would result from the anticipated doubling of population in Riverside County, from 1.5 million residents currently to approximately 3.0 million by 2020. The RCIP includes three components: (1) a new General Plan for Riverside County, adopted on October 7, 2003; (2) a Multiple Species Habitat Conservation Plan (MSHCP) for western Riverside County (approved by the County in June 2003; federal approval is pending); and (3) the Community and Environmental Transportation Acceptability Process (CETAP). In addition, the RCIP Partnership Action Plan (September 2000) commits participating federal, State, and county governments to incorporate the Western Riverside County Special Area Management Plan (SAMP) into all three RCIP planning efforts. The purpose of the SAMP is to provide for comprehensive aquatic resource protection and reasonable economic growth.

CETAP study efforts were jointly undertaken by the Riverside County Transportation Commission (RCTC) and the County of Riverside. CETAP includes the study of two inter-county corridors (Riverside County to Orange County and Riverside County to San Bernardino County) and two intra-county transportation corridors. The "internal" (intra-county) corridors included a north-south and an east-west study area. Tier 1 analyses and environmental documents were initiated for the two corridors in Fall 2000. The purpose of the Tier 1 efforts was to select a preferred alternative and preserve needed right-of-way. A Draft Tier 1 EIS/EIR was prepared for the east-west (Hemet to Corona/Lake Elsinore, or HCLE) Corridor and circulated for public review in July 2002. The Draft EIS/EIR considered 14 "Build" alternatives that extended from San Jacinto/Hemet on the east to Corona/Lake Elsinore on the west. The HCLE Study Area is depicted in Figure 1.4. Several alternatives were variations of routes along Ramona Expressway and Cajalco/El Sobrante Road, at the northwestern portion of the HCLE study area. Transportation analyses were conducted for these and other alternatives to the south, along portions of SR-74, Domenigoni Parkway, Ethanac Road, and Newport Road. The analyses indicated the alternative with the greatest transportation benefit was located along Ramona Expressway, Cajalco Road, and El Sobrante Road, with a connection to I-15. This alternative demonstrated it best met traffic needs by providing the greatest benefits in terms of increases in speed, reductions in travel time, and congestion relief. As shown in Figure 1.5, the HCLE alternatives in this area (Alternatives 1a/1b and H1/H3) demonstrated more than twice the traffic benefit as measured in travel hours saved per year compared with the other HCLE alternatives. In addition, public comments identified concerns regarding adverse impacts to existing communities for the portion of the alternatives located north of Lake Mathews. As a result of the information contained in the Draft Tier 1 EIS/EIR regarding transportation benefits, and the community input received on the HCLE alternatives, the RCTC Board accepted a staff recommendation in June 2003 to proceed with the accelerated preparation of a project level environmental document for an east-west alternative that included the Ramona Expressway/Cajalco Road alignment located south of Lake Mathews. This action by RCTC terminated the Tier 1 study efforts and began a focused, project-level study effort for the Cajalco Ramona Corridor.

The Circulation Element of the new Riverside County General Plan acknowledges the concurrent CETAP planning efforts to identify preferred east-west and north-south alternatives and preserve future right-of-way. The Circulation Element currently identifies Ramona Expressway and Cajalco Road as future expressways of four to eight lanes, and realigns the portion of Cajalco Road south of Lake Mathews.

The proposed Cajalco Ramona Corridor executes the intent of the prior RCTC and County actions with regard to the HCLE Corridor, and is consistent with the intent of the County's Circulation Element, which recognizes that the decisions regarding the CETAP corridors will result in

appropriate amendments to the General Plan. The Cajalco Ramona Corridor is also consistent with corridor preservation strategies in the Regional Transportation Plan (SCAG 2001), which state:

One of the most notable changes in the identification of long-range corridors has occurred in Riverside County. . . . The Community and Environmental Transportation Acceptability Process (CETAP) underway in Riverside County has led to the identification of four corridors (two intra-county corridors and two inter-county corridors). The ultimate goal of the CETAP process is the preservation of right-of-way to be used for a future transportation project.

The Cajalco Ramona Corridor is consistent with the proposed 2004 Draft Regional Transportation Plan (RTP), which emphasizes the identification of long-range corridors. The internal east-west corridor is identified on the RTP map of User Fee-Backed Capacity Improvements. The 2004 RTP is scheduled for adoption by the Southern California Association of Governments (SCAG) in April 2004.

### 1.3.2 Related Projects/Regional Transportation Network

The major north-south transportation facilities in western Riverside County are I-15, I-215, and SR-79 and the major east-west transportation facilities are SR-91, SR-60, and SR-74. The SR-91/SR-60 corridor and SR-74 are 16 miles apart, with no other major east-west highway in between. The Cajalco Ramona Corridor is located between the SR-91/SR-60 corridor and SR-74 and will provide another needed east-west corridor/connection to improve the regional transportation network and to meet future travel demand.

Information concerning related projects provides contextual information for the proposed Cajalco Ramona Corridor project and identifies how the transportation agencies have coordinated transportation planning efforts. The proposed Cajalco Ramona Corridor will be implemented in a manner that is consistent with the programmed and planned improvements listed below. These related improvements are on facilities that represent potential future connections to the Cajalco Ramona Corridor.

The related transportation projects that link to the Cajalco Ramona Corridor are depicted on Figure 1.6 and include:

- **Constructing SR-79 as a four-lane expressway:** Constructing SR-79 as a four-lane expressway on a new route from the SR-79/Sanderson Avenue junction to SR-79/Domenigoni Parkway generally following the alignment of Warren Road. This study is in progress by RCTC and Caltrans. Construction of initial phases is tentatively scheduled to begin in 2009 at a cost of approximately \$132,000,000.
- **I-15/Magnolia Avenue Interchange, reconfigure existing interchange to add northbound/southbound loops and widen the existing northbound on-ramp:** The City of Corona plans to reconfigure this interchange. The project is tentatively scheduled for construction to begin in 2007 at a cost of approximately \$5,765,000.
- **Widening of I-215 to three lanes in each direction from I-15 in Temecula to Eucalyptus Avenue in Perris:** This project is programmed in RCTC's Measure A Expenditure Plan at a cost of \$210,000,000. A construction schedule has not been established.

- **The Perris Valley Line:** The RCTC Board has adopted an extension of a commuter service line from the City of Riverside to the City of Perris. The project, known as the Perris Valley Line (PVL), proposes to extend operation of the Metrolink 91 line, which currently provides commuter rail service from Riverside to Downtown Los Angeles via Fullerton, with initial service to be implemented in 2008. Estimated costs are approximately \$100 million.
- **The Perris Multimodal Facility:** The Perris Multimodal Facility is intended to support operating rail and bus passenger services originating from the City of Perris. The facility will be located in downtown Perris and will include platforms, shelters, parking and lighting to accommodate a minimum of six bus bays and additional facilities to serve future passenger train service. The funding level is to be determined.

In addition to the projects listed above that may provide a direct physical connection to the Cajalco Ramona Corridor, additional improvements are also planned to the freeway system in western Riverside County. As shown on Figure 1.6, these planned improvements are identified in the Draft 2004 Regional Transportation Plan (RTP), as prepared by the Southern California Association of Governments (SCAG), and in RCTC's Measure A Expenditure Plan. These projects represent planned and programmed improvements to an integrated freeway system and were assumed to be implemented in the preliminary transportation modeling for the Cajalco Ramona Corridor. Even with all of the proposed roadway improvements identified in the RTP, there will still be inadequate roadway capacity to meet future demand, and a major facility would still be needed. Implementation of the Cajalco Ramona Corridor will complete an overall network that, absent this facility, would still be deficient. The need for the proposed project as described earlier exists even with implementation of the improvements reflected in the traffic model.

#### 1.4 NEED FOR ACTION

The Cajalco Ramona Corridor is located in an area of western Riverside County that is currently undergoing substantial population and employment growth. The population in western Riverside County is expected to increase by over one million people between 2000 and 2025, a more than 85 percent increase. Growth in employment is expected to occur at an even higher rate, with an over 115 percent increase in the number of jobs.<sup>1</sup> Although planned and currently funded transportation improvements will address some of the projected future demand, additional transportation improvements are needed to provide for the efficient movement of goods and people in the future.

The cities expected to experience the greatest rate of growth are within the Cajalco Ramona Corridor study area: Perris (202 percent between 2000 and 2025), and San Jacinto (182 percent between 2000 and 2025). Traditionally, western Riverside County has served as a population center of individuals commuting to Orange and Los Angeles Counties, resulting in high levels of east-west travel demand. In addition to the rapid population growth in these communities, land planning and economic projections indicate that the Perris/Moreno Valley/March Air Reserve Base area will serve as a major distribution hub for goods in the Inland Empire.<sup>2</sup> This employment center will result in increased

<sup>1</sup> Source: 2001 Regional Transportation Plan, Southern California Association of Governments

<sup>2</sup> For example, the March Air Reserve Base Land Use Plan in the Riverside County General Plan (adopted 2003) provides for 9.7 million square feet of industrial build out capacity and 5.1 million square feet of commercial build out capacity.

travel demand by commuters, as well as by trucks carrying goods in and out of the area. The Cajalco Ramona Corridor is located between and through the population and employment centers it will serve, including Corona, the Perris/March Air Reserve Base area, and San Jacinto.

To serve the projected travel demand in this area, there is a need to maximize the potential capacity of the proposed Cajalco Ramona Corridor facility. Therefore, it is proposed to be a limited access roadway. Access limitation is used to restrict entry onto through traffic facilities in order to manage congestion and protect operational conditions. Unlimited access would allow for multiple points of conflict between local traffic and Cajalco Ramona Corridor traffic. By restricting access, the ultimate potential capacity of the roadway can be maintained and safety enhanced, compared with an unlimited access facility.

There is also a need for the proposed Cajalco Ramona Corridor facility to accommodate truck traffic, which will be integral to future job growth in the area. For this reason, the design of the Cajalco Ramona Corridor facility will consider the potential to serve large trucks. The Surface Transportation Assistance Act (STAA) of 1982 allows large trucks to operate on the Interstate and certain primary routes, called collectively the National Network. Roadway design to accommodate these trucks, referred to as STAA trucks, must accommodate turning movements characterized by the rear tires following a shorter tracking path than the front tires. Currently, I-15, I-215, and SR-79 north of the study area and south of SR-74 are included in the STAA network. The Cajalco Ramona Corridor facility would provide another east-west link for goods movement if it is designed to meet STAA standards.

#### **1.4.1 East/West Transportation Capacity**

The existing major east-west facilities in western Riverside County consist of SR-60, SR-91, and SR-74. These facilities provide linkages between the major north-south facilities of SR-79, I-215, and I-15. In 2030, SR-60 and SR-91, as well as several segments of SR-74, are projected to operate at Level of Service (LOS) F. While the County General Plan identifies several major east-west arterials south of SR-74 that provide alternative east-west routes, Ramona Expressway and Cajalco Road comprise the only major, continuous transportation corridor between SR-74 and SR-60/SR-91. (See Figure 1.7, Circulation Element.)

There are no other east-west transportation corridors in western Riverside County that link I-215 and SR-79 and provide a direct and continuous route to connecting major population/employment centers identified in the Land Use Element of the County of Riverside General Plan. The proposed facility would go between and through the Cities of Corona, Perris, and San Jacinto, as well as contribute to a transportation network that connects western Riverside County with adjoining counties to the west.

The Cajalco Ramona Corridor would link the existing, and growing, population centers of Corona on the west and San Jacinto on the east. The Corridor will also provide much needed east-west access to the population centers of Perris and San Jacinto. The City of Perris is currently served by I-215 in a north-south direction but is not served by a major east-west facility. Similarly, the community of San Jacinto is served by SR-79 in a north-south direction but is not served by a major east-west facility. In addition to linking communities in western Riverside County, the proposed facility would link I-15 and SR-79, facilitating regional traffic movement by providing a connection to major transportation facilities.



Traffic modeling for the Cajalco Ramona Corridor studies is based on full implementation of the recently adopted General Plan including both planned land uses identified in the Land Use Element and planned transportation facilities identified in the Circulation Element. Recent modeling efforts based on the newly adopted General Plan indicate the level of service on east-west arterials will be degraded without implementation of the Cajalco Ramona Corridor.

There is no established standard for separating major transportation facilities, and there is currently a broad range of distances between the major east-west freeways as they intersect with I-15 in this area. For example, SR-91 and SR-60 are approximately 10 miles apart, SR-60 and I-10 are approximately three miles apart, and I-10 and SR-210 are approximately six miles apart. SR-91 and SR-78, the closest east-west freeways south of SR-91 (in northern San Diego County) are separated by approximately 64 miles. While SR-74 and SR-76 (conventional highways) provide some of the needed east-west capacity, they are limited by topographic and other constraints and will accommodate only limited additional growth in traffic. The proposed Cajalco Ramona Corridor is located approximately half-way between SR-74 and SR-91, or roughly 8 miles from each facility. (See Figure 1.8, Freeways and Other State Highways.)

The preliminary transportation modeling (for year 2025) included a base network that assumed the following: (1) implementation of the improvements included in the 2001 Regional Transportation Plan (RTP) for western Riverside County and Coachella Valley; (2) implementation of the arterial roadway improvements included in the recently adopted Circulation Element of the Riverside County General Plan; and (3) implementation of an east-west freeway and a north-south freeway consistent with the internal CETAP corridors included in the General Plan. The land use assumptions reflected the land use types and intensities included in the Land Use Element of the adopted General Plan. It was assumed that nearly 75 percent of the households in the Land Use Element would be built by year 2025. The preliminary transportation modeling was prepared for the Tier 1 CETAP effort. Updated modeling will be developed to support the preparation of technical studies for the project-specific Cajalco Ramona Corridor document. It is anticipated that the updated models will not change the purpose and need for the project.

Traffic demand forecasts and modeling indicate a majority of east/west trips will be made to the west out of the county using SR-91. The ability to expand capacity on SR-91 is severely restricted by existing development. Future capacity on parallel routes is also limited. SR-74 is currently predominantly four lanes for its entire length, two in each direction from Hemet to the I-15. SR-60 has two-lanes in each direction from I-10 in the east to the I-215 merge. The model assumes that SR-74 will be widened to eight lanes west of Ethanac Road and SR-60 widened to six lanes east of I-215. Even with planned expansion of both of these facilities, they will not be able to meet future east/west trip demand. Table 1.A summarizes service levels for existing and proposed conditions. (See Figure 1.9, Future Levels of Service With Project.)

The analysis of existing traffic indicates that up to 9,000 one-way trips per day take place on the Cajalco Ramona Corridor (Figure 1.10, Existing Traffic). Projected traffic indicates 60,000 daily, one-way trips on the same corridor in the future (Figure 1.11, CRC Future Traffic). The projected number of trips south of Lake Mathews is greater than the number of trips that will occur north of Lake Mathews. The traffic projections indicate all existing freeways will be operating at LOS F even with implementation of planned improvements as identified in the State Transportation Improvement Program (STIP), Regional Transportation Improvement Project (RTIP), Riverside County General



Plan Circulation Element, the Measure A Expenditure Plan, and the implementation of transit "oases,"<sup>1</sup> as identified in the Riverside County General Plan. A select link analysis indicates approximately 20 percent of the trips on the Cajalco Ramona Corridor are traveling the entire length of the corridor. The select link analysis indicates that the Cajalco Ramona Corridor is not only serving as a major arterial within the communities it passes through, but also provides a vital regional transportation role by serving longer trip lengths.

#### 1.4.2 Deficiencies of Existing East/West Road (Cajalco Road/Ramona Expressway)

- **Level of service:**

Existing Cajalco Road already operates at an unacceptable level of service (LOS E/F) through many segments. By the year 2030, the roadway will experience further delay if additional capacity is not provided. This is illustrated in Table 1.A. The 2030 projections show a more than 100 percent increase in traffic demand through the corridor. Existing capacity is inadequate to meet the future traffic demand. LOS can be improved by providing more capacity, as shown in Table 1.A, for 2030 conditions with project. With increased capacities provided in project build conditions, the selected east-west roadways listed in the table are projected to serve approximately 40 percent more traffic and with improved levels of service overall.

- **Non-standard roadway design:**

The existing Cajalco Road and Ramona Expressway do not meet current Caltrans standards for major roadways.

The 2001 Caltrans Highway Design Manual identifies key design standards that will be applied in the design of the Cajalco Ramona corridor. These standards include a design speed of 75 mph, a minimum curve radius of 900 meters, and a maximum vertical grade of 6 percent. The existing roadway geometry does not meet Caltrans standards for 120 kilometers per hour (75 miles per hour) in several areas; therefore, widening the existing facility in these areas without redesign is not feasible. All of the curves on existing Cajalco Road do not meet the Caltrans minimum of 900 meters. Similarly, curve radii for the Realigned Cajalco Road, as designated in the General Plan Circulation Element, are also below the standard of 900 meters. Along the Ramona Expressway are six horizontal curves that do not meet the Caltrans standard (Figures 1.12, Horizontal Geometrics—Existing Cajalco Road, and 1.13 and 1.14, Horizontal Geometrics—Existing Ramona Expressway).

The vertical grade of existing Cajalco Road west of Lake Mathews also has deficiencies. The grade of the existing Cajalco Road ranges from 2.2 percent to 7.6 percent. About 1200 m of Cajalco Road exceeds the 6 percent maximum grade requirement for mountainous freeway. Also, the National Network for Surface Transportation Assistance Act (STAA) for Oversized Trucks of 1982 requires states to allow certain longer trucks on a specific network of federal highways. Caltrans has identified roadway design standards to provide for safe transportation of regional truck traffic including STAA vehicles. A climbing lane is warranted along Cajalco Road, since the running speed of STAA vehicles falls 30 mph or more below the running speed of remaining

<sup>1</sup> The transit oases concept is based on a system of locally serving, rubber-tired transit service (i.e., bus) to concentrations of employment, community activity, and residences in a manner that is linked with regional transportation opportunities.

traffic (2001 Caltrans Highway Design Manual, page 200-21, Figure 204.5; see also Figure 1.15, Vertical Grade).

- **Lack of access control:**

Currently, commercial and residential areas have numerous direct access points (driveways and local roadways) to the existing roadway (Figures 1.16, Points of Access—Existing Cajalco Road and 1.17, Points of Access—Existing Ramona Expressway). For example, in some areas a distance of one mile contains 20 points of uncontrolled access. Points of direct access to the existing roadways are clustered in areas of existing development.

These numerous access points lead to frequent ingress/egress and points of conflict that impede traffic flow on the existing roadway. Uncontrolled access points reduce the overall capacity of the roadway and increase the potential for accidents. Planning for the Cajalco Ramona Corridor offers an opportunity to identify appropriate access points from the federal and state highway system, as well as from local streets, and to provide local access to existing and future development through the use of frontage roads or other solutions.

### 1.4.3 Benefits

- **Regional Congestion Relief**

The Cajalco Ramona Corridor connects major population and employment centers in western Riverside county as identified in the Land Use Element of the County of Riverside General Plan, specifically the communities of Corona, Perris, and San Jacinto. The corridor is centrally located between the existing east-west corridors of SR-60/SR-91 to the north and SR-74 to the south and provides a continuous route that connects I-15 on the west to SR-79 on the east. The features of the corridor, including continuous connections between major communities for 32 miles and linkages with both I-15, I-215, and SR-79, will result in a facility that will efficiently serve future regional traffic demand, reduce traffic congestion on parallel roadways, and reduce overall travel time in the vicinity of the study area. The congestion relief that will result from the selected alternative is a benefit of the proposed project.

- **Safety**

Existing Cajalco Road and Ramona Expressway do not meet current Caltrans standards for major roadways. While overall accident rates are not appreciably different from similar facilities, there are locations along the existing route where design features, such as curves and/or steep grades, and land use conflicts, including direct driveway access to the roadway, represent conditions that will likely become increasingly hazardous with the growth in traffic volume on the facility. (Please see Table 1.A for traffic projections.)

The preferred alternative for the Cajalco Ramona Corridor will provide a benefit by designing a transportation facility consistent with current State Highway standards, controls access, and relieves regional congestion. These benefits could not be realized without the implementation of a major transportation facility in the Cajalco Ramona Corridor beyond that which is currently included in the Transportation Element of the Riverside County General Plan.

- **Transit**

The location of the Cajalco Ramona Corridor through the City of Perris offers an opportunity to create a strong linkage between the proposed Cajalco Ramona Corridor and two major planned transit projects. The Perris Valley Line will provide commuter rail service from the City of Riverside to the City of Perris by extending existing service (Metrolink 91 line) that links the City of Riverside with Downtown Los Angeles via Fullerton. It is anticipated that the proposed Perris Valley Line will connect with a new Perris Multimodal Facility to be located in Downtown Perris and to provide for connecting bus (including the Riverside Transit Agency ) and rail (including Metrolink) service (please see Figure 1.6, Related Projects). The Perris Multimodal Facility is in close proximity to the Cajalco Ramona Corridor. Six new stations have been identified for construction along the Perris Valley Line, including one within the Cajalco Ramona Corridor.

**Subject:** FW: [External] Amended language for County GPA No. 960  
**Attachments:** GPA No. 960 requested language for Riverside.pdf; ATT00001.htm; ATT00001.html; ATT00002.htm

**From:** Bruce Colbert <colbert20@verizon.net>  
**Date:** October 6, 2015 at 10:28:13 PM PDT  
**To:** "Zelinka, Al" <azelinka@riversideca.gov>  
**Cc:** Paul Davis <pdavis@riversideca.gov>, "John A. Russo" <jrusso@riversideca.gov>, Mike Soubirous <msoubirous@riversideca.gov>  
**Subject:** [External] Amended language for County GPA No. 960

Al,

For the October 8 Transportation Committee hearing, I am submitting amended GPA No. 960 language that would accomplish both staff recommendation No. 1, "The County maintain a CETAP Corridor parallel to Cajalco between I-215 and I-15 in the General Plan," and staff recommendation No. 2, "The County actively work towards a corridor to Orange County as an alternative to the 91 Freeway and preserve right of way to the greatest extent possible."

The Orange County Corridor was one of four CETAP transportation corridors to be planned by the County. It was never intended to be relegated to the status of a mitigation measure in the General Plan EIR. The General Plan states, "Upon completion of the MIS, the County intends to amend the General Plan to reflect the outcome of the study." The MIS Study's Locally Preferred Strategy includes planning for a Corridor B tunnel from Irvine to Cajalco Road - the Irvine-Corona Expressway. GPA No. 960 eliminates active planning for the Orange County corridor. The attached changes to the language of GPA No. 960 correct this omission.

General Plan policy C 7.6 makes clear that the Orange County tunnel and the East-West CETAP Corridor were meant to be linked, to form an alternate transportation corridor to the 91 Freeway. GPA No. 960 eliminates this linkage, and eliminates planning for the Cajalco portion of the Cajalco-Ramona CETAP Corridor, thereby eliminating a transportation corridor that had been actively planned for nine years. The attached changes to the language of GPA No. 960 correct these deficiencies.

The City of Riverside's comment letter to the County shares similar concerns as our Association's comment letter to the County. The two letters sent by the City of Riverside Public Works Department Engineering Traffic Division share our concerns regarding County Policy C 7.6 - GPA No. 960's change of Policy C 7.6 would support the deletion of the Orange-Riverside corridor. Also, an increase in capacity on the 91 Freeway is not a sufficient solution to improve operations between Orange and Riverside counties.

The attached language uses the existing 2003 Riverside County General Plan as a base, incorporates much of the text proposed by County GPA No. 960, and illustrates all additions in red italics and all deletions in red strikeout. These changes allow the reader to see how GPA No. 960 eliminates active planning for the CETAP Corridor parallel to Cajalco, and how the attached changes to the language of GPA No. 960 correct those deficiencies. These changes can be compared to the text of GPA No. 960, pp. C-22-C24 and C-26.

Regards,  
Bruce Colbert

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## **I. County of Riverside General Plan Amendment No. 960, pp. C-22 - C-24**

### **CETAP Corridors**

As part of their advisory role to the County of Riverside, the Community Environmental Transportation Acceptability Process (CETAP) committee made recommendations relating to transportation issues for the County of Riverside to consider during the General Plan development and review process. CETAP incorporated three levels of effort: identification of transportation corridors, development of the General Plan Circulation Element, and exploration of options for transit system development in Riverside County. ~~Four~~ **Three** corridors are being examined in western Riverside County for the preservation of right-of-way for future multi-modal transportation facilities. These include ~~the Beaumont/Banning to Temecula (north to south) transportation corridor (including the State Route 79 Realignment), the Moreno Valley to San Bernardino corridor (north to south), the SR 79 Realignment, and the Hemet to Corona/Lake Elsinore corridor (east-west), the Riverside County to Orange County corridor (east to west), and the Winchester to Temecula corridor (north to south)~~ **the Moreno Valley to San Bernardino corridor (north to south), the SR 79 Realignment, and the Hemet to Corona/Lake Elsinore corridor (east-west)**, *the Riverside County to Orange County corridor (east to west), and the Winchester to Temecula corridor (north to south)* (Figure C-1).

The Circulation Plan shows preliminary CETAP alignments for each corridor. These facilities are intended to address the mobility needs for both people and goods, with the potential for incorporating the needs for highways, transit, and utilities. The expectation is that each of these alignments will be further evaluated, based on environmental impact studies being performed by Riverside County Transportation Commission (RCTC) and the Federal Highway Administration. These are intended to be major transportation facilities to support mobility and economic development in western Riverside County.

The General Plan Circulation Element seeks to preserve the right-of-way for these facilities so that they can be constructed at some point in the future. The required right-of-way will be approximately 300 feet in width, with lesser or greater amounts possibly required in some areas, based on topography. ~~Figure C-5~~ **Figure C-4** depicts a conceptual representation of a typical CETAP corridor section. Precise right-of-way widths will be determined by the County of Riverside ~~and RCTC~~. The Circulation Element Map in Figure C-1 shows potential alignments.

The Hemet to Corona/Lake Elsinore corridor in the Lake Mathews area is shown following an alignment ~~northerly of the lake, as studied in the Draft EIR/EIS for this corridor. However, the current focus of this corridor appears to be an alignment~~ **southerly of the lake**. The final alignment is yet to be determined.

*The Riverside County to Orange County corridor components are shown on Figure C-1. RCTC completed a joint Major Investment Study (MIS) with the Orange County Transportation Authority (OCTA) for a Riverside County to Orange County corridor. The MIS identified a Locally Preferred Strategy (LPS) that was adopted by the RCTC and the OCTA. The LPS listed the following components, which are shown on Figure C-1: Corridor A in the Riverside Freeway (State Route 91) right-of-way, and the Corridor B tunnel concept.*

*The Moreno Valley to San Bernardino corridor alignment is shown on Figure C-1. Possible extensions and improvements to Pigeon Pass Road and Reche Canyon Road into San Bernardino*

County are also considered components of the CETAP concept for the Moreno Valley to San Bernardino corridor by RCTC.

The Winchester to Temecula corridor shown on Figure C-1 will primarily expand the existing Interstate 15 and Interstate 215 freeways with additional lanes. Also an extension of Date Street will connect the Interstate 15 freeway and Winchester Road within the City of Temecula, and will provide additional traffic capacity that will aid in relieving congestion on the southerly portion of Winchester Road.

Although RCTC does not include the SR-79 Realignment as a CETAP corridor, this facility is part of RCTC's transportation plans and represents a significant facility for the expansion of north/south travel in the Hemet/San Jacinto area. This project will realign State Route 79 between Domenigoni Parkway and Gilman Springs Road. A preliminary alignment and study area that reflects the alternatives under review by RCTC as of 2011 has been identified on Figure C-1 to promote the preservation of right-of-way for this facility.

~~The map~~ Figure C-1 also indicates locations of potential interchanges associated with the CETAP corridors and the SR-79 Realignment. These facilities may be constructed in phases based upon transportation demand, available funding, and Caltrans and RCTC policy.

In addition to the corridors and study areas depicted on Figure C-1, the RCTC is initiating ~~completed~~ a joint Major Investment Study (MIS) with the Orange County Transportation Authority (OCTA) for a Riverside County to Orange County corridor. This corridor ~~serves as~~ ~~has been identified as a mitigation measure for traffic impacts identified in the Draft EIR for this General Plan.~~ Upon completion of the MIS, the County intends to amend the General Plan to reflect the outcome of the study, if feasible.

The MIS identified a Locally Preferred Strategy (LPS) that was adopted by the RCTC and the OCTA. The ~~Executive~~ Executive Summary of the Final Report for the MIS LPS listed the following components which are also depicted on Exhibit 7 of the MIS (Appendix O):

- "Establish Riverside Freeway (State Route 91) from the Costa Mesa Freeway (State Route 55) to Corona Freeway (Interstate 15) as a priority for improving transportation between Riverside and Orange counties. Emphasize Riverside Freeway (State Route 91) improvements between the Foothill/Eastern Transportation Corridor (State Route 241) and the Corona Freeway (Interstate 15) first, followed by improvements between Costa Mesa Freeway (State Route 55) and the Foothill/Eastern Transportation Corridor (State Route 241)."
- "Continue to work with the Foothill/Eastern Transportation Corridor Agency to develop a mutually acceptable plan to improve the connection between the Foothill/Eastern Transportation Corridor (State Route 241) and Riverside Freeway (State Route 91) corridors and accelerate capacity improvements on Eastern Toll Road (State Route 133), Foothill/Eastern Transportation Corridor (State Route 241), and Eastern Toll Road (State Route 261) to optimize utilization of the toll roads to improve transportation between Riverside and Orange counties."

- *"Continue to evaluate costs and impacts to Corridor A in the Riverside Freeway (State Route 91) right of way through a future preliminary engineering process in cooperation with other agencies."*
- *"Continue to study the technical feasibility of the Corridor B concept including cooperation with ... other interested agencies."*
- *"Continue work with the Cal-Nevada Super Speed Train Commission on Anaheim to Ontario Maglev alignments in the Santa Ana Canyon or alternate corridors as appropriate."*
- *"Eliminate Strategic Alternative 1B (Corridor A with the Costa Mesa Freeway [State Route 55] widening) from further analysis due to high number of residential right of way impacts adjacent to the Costa Mesa Freeway (State Route 55)."*
- *"Eliminate from further analysis the Ortega Highway (State Route 74) widening and realignment concept due to high cost and environmental impacts, and direct staff to focus on Ortega Highway (State Route 74) operational improvements."*

## **II. County of Riverside General Plan Amendment No. 960, p. C-26**

**C 7.6 Support the development of a new internal East-West CETAP Corridor** ~~in conjunction with a connecting alignment to a new Orange County CETAP Corridor connection.~~ Such corridor(s) would be constructed simultaneously to avoid further congestion on the I-15 Freeway. ~~Or, in the alternative, the East-West Corridor would be constructed simultaneously with major capacity enhancements on the State Route 91, between Pierce St the counties of Riverside and the Orange. y line, and the capacity improvement of the 15 (north) to westbound 91 overpass.~~

- Encourage the simultaneous construction of the East-West Corridor and the new Orange County Corridor by facilitating the private planning, design, construction, and financing of these Corridors as a single user-paid project. Or, in the alternative, the East-West Corridor between I-15 and I-215 would be combined with the new Orange County Corridor as a single private user-paid project, and the East-West corridor between I-215 and SR-79 would be planned, constructed, and financed as a separate public or user-paid project. Planning that has been performed for the East-West Corridor between I-15 and SR-79 would be applied to these specific projects as warranted.*

*Ownership of the privately constructed and financed facility(s) would be transferred to the State of California prior to opening the facility(s) to traffic. Caltrans would then lease the facility(s) back to the private partner(s) for management and operations. Maintenance and operational costs for the facility(s) would be the responsibility of the private partner(s).*

*The facility(s) would not have "non-compete" agreements related to existing or planned alternate transportation facilities, in accordance with state statutes.*

*Facilitating the private planning, design, construction, and financing of these Corridors as user-paid projects would significantly reduce design, construction, and financing cost considerations for these projects, and would speed the implementation of these vital transportation projects.*

*An example of a privately planned, designed, constructed, and financed transportation corridor project is the 91 Express Lanes in Orange County. An example of combining an Orange County Corridor with a segment of an east-west corridor is the extension of the 91 Express Lanes from the Riverside-Orange County Line to I-15. An example of a transportation corridor that is part-freeway and part-tollway is SR-133 in Orange County.*